

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1-15 cancelled

16. (new) Vehicle seat for equipment with shoulder belts connected to a seat backrest (21) wherein an energy absorbing device (1), acting on the seat backrest, comprises deformable energy absorbing means (12), with at least one arcuate area (13, 14) of plastically fragmentable material, opposing the rotation of said seat backrest (21) with respect to a lower seat structure (20), in one direction, corresponding to a forward-leaning movement of said seat backrest, a first part (2), connected to the lower seat structure (21), respectively to the lower portion of the seat backrest (20), being rotably interconnected, via said deformable energy absorbing means (12), with a second part (4), connected to the lower portion of the seat backrest (20), respectively to the lower seat structure (21), whereas releasable retention means (16) are provided between said first part (2) and said second part (4), allowing the rotation of said first part with respect to said second part into the

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direction opposite to said one direction, corresponding to a backward-leaning direction of the seat backrest, without acting on said energy absorbing means, whereas the rotation of said first part with respect to said second part into said one direction is subjected to the reaction of said energy absorbing means.

17. (new) Vehicle seat according to claim 16, wherein said first part (2) and said second part (4) respectively constitute a support means (2) of the lower seat structure and a shaft (4) connected to the lower portion of the seat backrest, or vice versa, whereas said releasable retention means comprise a ratchet wheel mechanism providing fixed connection of said shaft with respect to said deformable energy absorbing means in said first direction, while providing free rotation of said shaft with respect to said deformable energy absorbing means in said opposite direction.

18. (new) Vehicle seat according to claim 17, wherein said deformable energy absorbing means comprise at least one disc with at least one radially positioned arcuate area of plastically fragmentable material, and at least one stop plug acting upon said arcuate area of fragmentable material in said disc.

19. (new) Vehicle seat according to claim 17, wherein said deformable energy absorbing means comprise at

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least one disc with at least two radially positioned arcuate areas of plastically fragmentable material, and at least two corresponding stop plugs acting upon said arcuate area of fragmentable material in said disc.

20. (new) Vehicle seat according to claim 17, wherein the axis of rotation of said rotably interconnected first part (2) and second part (4) is positioned substantially along or in the vicinity of the hip joint axis in the profile of an average occupant.

21. (new) Vehicle seat according to claim 17, wherein a backrest recline control is integrated into said energy absorbing device, whereas said disc(s) with one or more area(s) of plastically fragmentable material further comprise one or more corresponding radially positioned arcuate open areas, allowing rotation of the disc(s) from a referenced position, defined with the backrest in upright position, into a direction opposite to the arcuate area of plastically fragmentable material.

22. (new) Vehicle seat according to claim 17, wherein the seat comprises one energy absorbing device at one side of the seat, whereas the seat backrest is interconnected, on the corresponding side of the seat, to said energy absorbing device via a grooved shaft, and, on the other side

of the seat to the energy absorbing device of the adjacent seat or the seat structure, via a free rotating axle.

23. (new) Vehicle seat according to claim 17, wherein said vehicle is a public transport vehicle.

24. (new) Aircraft seat for equipment with shoulder belts connected to a seat backrest (21) wherein an energy absorbing device (1), acting on the seat backrest, comprises deformable energy absorbing means (12), with at least one arcuate area (13, 14) of plastically fragmentable material, opposing the rotation of said seat backrest (21) with respect to a lower seat structure (20), in one direction, corresponding to a forward-leaning movement of said seat backrest, a first part (2), connected to the lower seat structure (21), respectively to the lower portion of the seat backrest (20), being rotably interconnected, via said deformable energy absorbing means (12), with a second part (4), connected to the lower portion of the seat backrest (20), respectively to the lower seat structure (21), whereas releasable retention means (16) are provided between said first part (2) and said second part (4), allowing the rotation of said first part with respect to said second part into the direction opposite to said one direction, corresponding to a backward-leaning direction of the seat backrest, without acting on said energy absorbing means, whereas the rotation of

said first part with respect to said second part into said one direction is subjected to the reaction of said energy absorbing means.

25. (new) Aircraft seat according to claim 24, wherein said first part (2) and said second part (4) respectively constitute a support means (2) of the lower seat structure and a shaft (4) connected to the lower portion of the seat backrest, or vice versa, whereas said releasable retention means comprise a ratchet wheel mechanism providing fixed connection of said shaft with respect to said deformable energy absorbing means in said first direction, while providing free rotation of said shaft with respect to said deformable energy absorbing means in said opposite direction.

26. (new) Aircraft seat according to claim 25, wherein said deformable energy absorbing means comprise at least one disc with at least one radially positioned arcuate area of plastically fragmentable material, and at least one stop plug acting upon said arcuate area of fragmentable material in said disc.

27. (new) Aircraft seat according to claim 25, wherein said deformable energy absorbing means comprise at least one disc with at least two radially positioned arcuate areas of plastically fragmentable material, and at least two

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corresponding stop plugs acting upon said arcuate area of fragmentable material in said disc.

28. (new) Aircraft seat according to claim 25, wherein the axis of rotation of said rotably interconnected first part (2) and second part (4) is positioned substantially along or in the vicinity of the hip joint axis in the profile of an average occupant.

29. (new) Aircraft seat according to claim 25, wherein a backrest recline control is integrated into said energy absorbing device, whereas said disc(s) with one or more area(s) of plastically fragmentable material further comprise one or more corresponding radially positioned arcuate open areas, allowing rotation of the disc(s) from a referenced position, defined with the backrest in upright position, into a direction opposite to the arcuate area of plastically fragmentable material.

30. (new) Aircraft seat according to claim 25, wherein the seat comprises one energy absorbing device at one side of the seat, whereas the seat backrest is interconnected, on the corresponding side of the seat, to said energy absorbing device via a grooved shaft, and, on the other side of the seat to the energy absorbing device of the adjacent seat or the seat structure, via a free rotating axle.